

**TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
(TTAC)
MINUTES OF MEETING**

DATE: 12 May 2004

PLACE: 44 N. Christian St., Suite 300

MEMBERS PRESENT:

Charles Douts	Lancaster County Planning Commission
Nancy Halliwell	Lancaster County Planning Commission
Jeri Stelson (for Rep. Baldwin)	Lancaster County Delegation
Charles Maneval	City of Lancaster
Paula Jackson	City of Lancaster
Spencer Stevens	Federal Highway Administration
Terry Adams	Pennsylvania Department of Transportation, District 8-0
Walt Panko	Pennsylvania Department of Transportation Central Office
Travis Martin (Alternate)	Lancaster Chamber of Commerce and Industry
William Hoffman (Alternate)	Bicycle & Pedestrian Advisory Council
Kristine Newswanger	Lancaster Chamber of Commerce & Industry
Ralph Hutchison	East Lampeter Township
John Ahlfeld	Transportation Authority
Jay Puschak	Business and Finance Community
Thomas Showers	Manheim Borough
Joseph Holzwarth	AAA of Lancaster County
William Ebel (Alternate)	Lancaster County Conservancy
Richard Esposito	Amtrak

MEMBERS ABSENT:

Jeffrey Weaver, Jack Howell, Janet Kempf, Arlene Schulman, Larry Budney, Barry Troup, Dan Walston, Rep. Roy Baldwin, Mike Ridgeway, Marci Mowery, Chris Snyder, Greg Engroff, Jim Lutz

GUESTS:

Peter Whipple	Manager, Elizabethtown Borough
Ray Misiewicz	Masterfoods, USA
Bernie Harris	Lancaster New Era
Charles Lardner	Intelligencer Journal
Ginny Abendstein	Chair, LRTP Update Task Force

STAFF:

Chris Neumann	Director of Transportation Planning
Carol K. Palmoski	Senior Transportation Planner
David Royer	Senior Transportation Planner
Glenn Taggart	Transportation Consultant
Christie L. Stephens	Administrative Secretary

ORDER OF BUSINESS:

1. Call to Order: The meeting was called to order at 1:03 p.m. by Chairperson Charles Douts.
2. Approval of Minutes of 14 April 2004: A motion to approve the minutes was made by Nancy Halliwell. The motion was seconded by Jay Puschak. The motion passed unanimously.
3. Update on Elizabethtown Amtrak Station and Extension of College Avenue: Peter Whipple, Manager of Elizabethtown Borough, first presented the Extension of College Avenue project. Masterfoods USA, owners of M&M Mars, has actively been promoting the expansion of their plant. This expansion will allow the plant to be one of two locations being considered to produce a new product line which will create approximately 136 new full-time positions. In order to extend West College Avenue, a portion of West Bainbridge Street, between Poplar Street and the railroad underpass, will be abandoned. The Borough will relocate the traffic signals at Bainbridge and Market Streets to an improved intersection at College and Market Streets. This improvement will also create a second entrance to the downtown business district. Total project costs are approximately \$2.6 million with both the Borough and Masterfoods contributing to the cost of the project. The Borough estimates the project will be ready for constructing in May 2006. The project is currently in preliminary design.

At this time, Mr. Ray Misiewicz of Masterfoods USA, spoke on the economic impacts of this project. The current site of the M&M Mars plant was constructed in the early 1900's. The plant is currently 9 stories high and located on 30 acres of land. The company has a new product line it's considering. In order for the Elizabethtown plant to be considered as a location for the new product line, the plant needs to undergo expansion in a southern direction. Failure to complete this project would not only mean the loss of the new product line, but may also send a signal to the parent company that the Elizabethtown site is burdened with constraints and cannot be expanded in the future. Eventually, this would jeopardize the plant's ability to acquire future investment from the parent company. The Elizabethtown plant currently has 437 full-time employees, 160 independent contractors and other part-time and seasonal workers. This project will not only aid in job promotion but will aid in job retention.

In the Draft 2005-2008 Transportation Improvement Program (TIP), the construction phase of this project is listed in 2008. Based on the importance of this project, both the Borough and Masterfoods are requesting to have the project funded in 2006 as listed in the current FFY 2003-2006 TIP. Walt Panko said if the project develops and things progress as planned, the FFY 2005-2008 TIP can be adjusted to accommodate the project. Terry Adams said there is no guarantee that funds will be available in 2006, however other options are available. Possibilities include applying for a low interest bank loan that can be reimbursed by PennDOT as the funds become available. Tom Showers, who served as chair of the TIP Update Subcommittee, said this body along with PennDOT should concentrate on finding a way to make funds available due to the importance of the project both to the Borough and to the future of the plant. Spencer Stevens told the body to keep in mind this is a draft TIP and priorities can be adjusted before a final TIP is adopted.

Next, Mr. Whipple discussed the Elizabethtown Amtrak Station Renovation project. This historic train station building was built around 1915. Currently, it's in deplorable condition and is not ADA

compliant. Renovation plans include the addition of two large ramps to allow access to the platform area. The station building itself will be renovated with space for lease. The parking facility will have a drainage system installed to maximize its capability, along with curb and sidewalk improvements. A Red Rose Transit bus stop will be added to the station. Also, the walking path between the station and Masonic Village will be expanded.

Total cost of this project is approximately \$2.2 million dollars. Funding for this project is in place, with the exception of Amtrak's allocation of \$464,000. Due to a funding shortfall within the Amtrak system, they are unable to provide these funds. However, the Modern Transit Partnership (MTP) will be making these funds available to the project. The Borough's architect is currently working out language with Amtrak for the final review of the plans. The project is awaiting environmental clearance.

5. Approval of the Draft FFY 2005-2008 Transportation Improvement Program (TIP) and Draft Procedures for TIP Administrative Actions: In the interest of time for Thomas Showers, Chairperson Douts approved for agenda item 5 to go before item 4. Mr. Showers said the information mailed to the committee will be changing again before being released for public review and comment. At the last meeting, the committee asked Walt Panko to revisit the Draft TIP and make modifications in order to include the Lancaster Amtrak Station project in the first part of the Draft TIP. Part of the modification would advance funding for the construction of the PA 501 Spot Widening project. However, the right-of-way for this project could not be cleared in time and another solution needed to be found. At this time, Mr. Panko presented Modified Option #2A to the committee. Under this option, funds for the Park and Ride Lot project, Preliminary Engineering (PE) phase of the Fruitville Pike Intersection, and PE phase of the PA 462 Corridor project will be advanced. The 2006 Commuter Services project, 2006 Ride Promo/Planning, 2006 Chamber Rideshare, and the Construction phase of Groffdale Road Signal will all be moved out one year from 2006 to 2007. A CMAQ Reserve line item of \$530,000 will be added for 2007. The Lancaster Amtrak Station will be ready for let in 2005 for construction to begin in late 2005.

John Ahlfeld asked Mr. Panko why the PA 501 project could not be advanced. Mr. Panko said KCI originally thought they had 15 right-of-way claims, however there is actually 25. There is not enough funding in place to cover all right-of-way claims in time to advance the project.

Kristine Newswanger voiced concerns over the funding delays for the Chamber's Ride Share Promo/Planning project. Because the CMAQ funds for this project will be moved to 2007, there will be no money available in 2006 to sustain this effort. Travis Martin said there are approximately 70 local employers participating in the Ride Share effort. Also the Regional Ride Sharing effort is almost to fruition. Terry Adams again recommended the Chamber to provide a progress report at the end of 2005 in order to show the program funding is needed in 2006. Ms. Newswanger said the Chamber will work to provide a progress report at the end of 2005.

Chairperson Douts asked the committee for a motion to approve Modified Option #2A. Mr. Showers made a motion to approve the option. The motion was seconded by William Ebel. The motion passed unanimously. Mr. Panko provided the committee with an updated Draft TIP that includes the changes the committee approved.

4. Approval of the Draft 2005-2030 Long Range Transportation Plan (LRTP) for Public Review: Chairperson Douts introduced Ginny Abendschein, chair of the Long Range Transportation Plan Update Taskforce. Ms. Abendschein is requesting a motion to approve the Draft 2005-2030 LRTP for public review and comment. This is the fourth plan update in ten years. The last update occurred three years ago and included an extensive revision of the plan. The plan can be summarized by the vision statement found in Chapter 3. It reads “The future transportation system of Lancaster County will be fully supportive of smart growth and will move people and goods safely, efficiently, and conveniently throughout the County, and between the County and adjacent counties. The system will support the Lancaster County Comprehensive Plan by providing a balanced intermodal transportation system which enhances mobility, strengthens the economy, and protects the environment.” Also found in Chapter 3, the taskforce defined the goals of the plan, which are safety and security, system preservation, mobility and accessibility, economic development, land use, environment, and financing. The appendices of the plan provide a detailed listing of funded projects and eligible reserve projects, along with revenue and cost methodologies, glossary of terms, and smart growth initiative documents. In order to meet fiscal constraint, PA72 is not included in the list of funded projects and PA23 is listed using the two-lane alternative on a four lane right-of-way. Public comments on the plan will be included in both appendices F and G. Comments should be submitted by 5:00pm on 14 June 2004. After the public comment period, the Draft Plan will be presented to TTAC for recommendation to the MPO.

Terry Adams asked the committee to note the bridges listed under funded projects are local bridge and not state bridges. Mr. Adams said the top 10 state bridge priorities were placed on the Draft TIP but nothing beyond those 10. He also raised concern over some of the project cost estimates listed in Appendix B.

With no further discussion on this item, Mr. Adams made a motion to release the document for public review and comment. The motion was seconded by John Ahlfeld. The motion passed unanimously.

6. Approval of the Draft Air Quality Conformity Analysis (AQCA) for Public Review: Chris Neumann presented this item in Carol Palmoski’s absence. In the mailing packet, we provided a table showing Lancaster County passed the Air Quality Conformity Analysis. Mr. Neumann asked the committee to refer to the executive summary of the AQCA report. This analysis looks at both the projects listed on the Draft TIP and the Draft LRTP, specifically those that have a negative or positive impact on air quality. The projects used for this analysis are listed on page 6, table 1. A concern of this analysis is the ground level ozone, more commonly known as smog. It’s formed by two emissions, Volatile Organic Compounds (VOC) and Nitrogen Oxide (NO_x). Both of these emissions were analyzed using both the Travel Demand Forecasting Model and MOBILE 6.2. The study estimated vehicle miles of travel and operating speeds to determine emission levels. This information was then compared to the 1990 base year and to the build scenario versus the no-build scenario. National Ambient Air Quality Standards have been set for a number of pollutants. Currently, the Environmental Protection Agency (EPA) uses two standards: the eight hour conformity standard and the one hour conformity standard. The eight hour stands is .08 part per million averaged over eight hours and the one hour standard is .12 parts per million measured in hourly readings. Our analysis used the one hour standard due to the eight hour standard not being formally published by EPA at this time. Spencer Stevens said he will work with Ms. Palmoski on revising the wording of this information. He said it sounds like the new eight hour standard takes

effect in the middle of the process, when actually it does not take effect until 2005. Our analysis shows lower VOC and NOx emissions than the 1990 base year. Also, it shows lower VOC and NOx emissions for the build condition compared to the no-build condition. Therefore, implementation of the Draft TIP and Draft LRTP as defined in this analysis will not adversely affect air quality. Mr. Neumann is asking the committee to release this information for public review and comment.

William Ebel asked what pollutants come into Lancaster County from surrounding areas and how does it affect us. Mr. Neumann said one of the largest problems is NOx pollutants coming into our county from major powerplants in the mid-west. This causes Lancaster County to be ranked as one of the worst counties for NOx levels. Approximately one-third of these gases are generated naturally from trees and vegetation, one-third is generated by activities in our county, and the other third comes from areas in the west and some from the Baltimore region.

Nancy Halliwell made a motion to release this document for public review and comment. The motion was seconded by Ralph Hutchison. The motion passed unanimously.

7. Approval of Proposed Public Comment and Review Period for TIP/LRTP/AQCA and Draft Environmental Justice Document: Mr. Neumann asked the committee to officially approve the public review and comment period beginning on 13 May 2004 and ending on 14 June 2004. A proposed public meeting will be held at 7:30p.m. on 25 May 2004 at the Manheim Township Middle School. Another proposed public meeting will be held at 7:30p.m. on 2 June 2004 at the Martin Luther King Elementary School. A bi-lingual translator fluent in Spanish will attend both meetings. A user-friendly version of the TIP and a map showing project locations will be available at the meetings. We will also provide the Environmental Justice Summary which shows the viewing locations of the documents being released and County demographic information. To meet the new federal requirement, a table titled, "Employment Accessibility Analysis Based on Highway Improvements Listed in the Draft 2005-2030 Long Range Transportation Plan and LCPC Staff Projections of Population and Employment" will also be distributed. This information was obtained by using the Travel Demand Forecasting Model. The table shows how many jobs are reachable within 30 minutes from 15 different zones in Lancaster County in the years 2002, 2016, and 2030. The year 2016 assumes PA23 has been constructed and is open for use. The year 2030 assumes both PA23 and US30 projects have been completed and are open for use. It also shows which zones have a higher than average population of Poverty Level, Asian American, African American, and Latino American persons. The average number of jobs reachable seems to go up in 2016, but declines in 2030 for all zones. Our consultant says this is because population and employment are growing, while the transportation network is only changing slightly, thus causing speeds to decrease and travel times to increase.

All comments received will be summarized and presented to the committee at their 16 June meeting along with our responses. Charles Maneval made a motion to approve the review period. The motion was seconded by Nancy Halliwell. The motion passed unanimously.

8. FFY 2003-2006 TIP Modifications: Mr. Panko distributed a listing of FFY 2003-2006 Highway TIP Modifications for informational purposes. Schaums Corner Improvement project has a \$10,000 cost increase to the Final Design phase. This increase is being funded primarily from the CMAQ Reserve Line Item with the remaining funds from State App. 185 Reserve Line Item. The Fruitville Pike Intersection, Park and Ride Lots, and Snake Hill Road Signal are being advanced and

the CMAQ funds will be placed in the FFY 2005 TIP as previously discussed under agenda item 5. Also, funds in the amount of \$175,000 will be transferred from Lancaster's Susquehanna Regional Transportation Partnership (SRTP) project to the HATS TIP to fund the regional rideshare program.

9. Transportation Action Plan: The transportation action plan was provided in the mailing for review. Mr. Adams pointed out the information had not been updated from the previous month.

10. Other Business & Public Participation: Mr. Adams discussed a copy of a letter he received signed by Mr. Neumann to the Delaware Valley Council of American Youth Hostel concerning enhancement funds. Because the committee was not aware of this situation, Mr. Neumann said this issue will be discussed at the 16 June meeting.

Mr. Neumann made the committee aware of a pending TIP amendment that will also be presented at the June meeting regarding the Dillerville Yard. The amendment will exchange bridge funds from our area for CMAQ funds for the Dillerville Yard. More details will be presented at the next meeting.

11. Next Meeting: **16 June 2004**

12. Adjournment: The meeting was adjourned at 2:48p.m.